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## INFORMATION REPORT

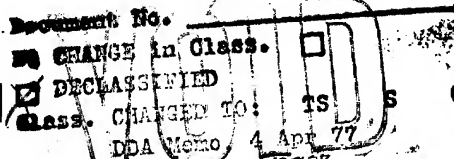
COUNTRY Germany, (Russian Zone)

DATE DISTR. 3 November 1948

SUBJECT Condition of Railroad Bridges over the  
Oder, Neisse and Elbe.

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SUPPLEMENT TO  
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letter of 16 October 1963 (V63):  
Director of Central Intelligence to the  
Archivist of the United States.  
Next Review Date: 2008

### ODER AND NEISSE RIVER BRIDGES

The war damaged bridge is being replaced by a steel structure, bolted but not yet riveted. The bridge is single tracked. Immediately after clearing the bridge, eastbound traffic encounters a dip; on rising out of this, the right of way is double tracked. Crossings must be made with caution.

Kulstrin (V66):

New bridge on the site of the former German Army structure. Single track, changing to double track immediately east of the bridge. Trains proceed with care.

Horka (A92):

Semi-permanent, with single track for light and medium loads.

Guben (A79):

Semi-permanent restoration of the old bridge, only for light and medium loads on a single track. Double track-  
ing begins at the border, a few kilometers east of the river.

Forst (A77):

Semi-permanent, with single track for light and medium loads.

### ELBE RIVER BRIDGES

Hämerten (Y85):

Semi-permanent, with single track. Speed limited to 30 km per hour. The previous wooden structure was destroyed by an ice jam during winter 1946-47.

Magdeburg (Y60):

Steel superstructure, but considered only semi-permanent. Double tracked. Speed limited to 30 km per hour.

Barby (D88):

Semi-permanent, single track. Speeds up to 30 km per hour will be permitted soon.

Dessau (E17):

Steel structure, double tracked, for movement at

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speeds.

Riesa (E81):

Steel superstructure, single track, reduced speeds.

Meissen (F09):

Wooden structure, single track, reduced speeds.

Dresden (F29):

Permanent steel structure, double track, normal speeds. (Formerly four tracks).

Niederwartha (F19):

Single track for slow trains.

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